

September 5

ing swiftly to assure that there is adequate chaplaincy coverage at every military installation at home and abroad.

"Our armed services division is alerting its 260 local committees and their thousands of volunteers to be ready to provide whatever additional morale and welfare services may be needed.

"We are reviewing our logistical support of religious supplies, literature and services over and above that provided by the Government with a view to meeting all the religious and morale needs of men in the Armed Forces.

"We are also calling upon our more than 300 affiliated Jewish Community Centers and YM-YWHA's to be ready to lend their know-how and facilities for any expanded morale and recreational services to the military that become necessary."

Mr. Litt wrote the President that his address of July 25, "alerting all Americans to the critical world situation that requires a major enlargement of our military forces, has placed upon all of us the responsibility to do whatever may be in our power, individually and collectively, to answer your call. May God give our country the vision and courage to continue, under your leadership, unhindered and unafraid to pursue the path of decency and righteousness which we have always trod and which you have recharted for us."

We Must Act in Cuba

EXTENSION OF REMARKS OR

HON. EDGAR W. HIESTAND OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 5, 1961

Mr. HIESTAND. Mr. Speaker, a page 1, Los Angeles Times editorial August 10, 1961, calls for some strong action by the United States in Cuba.

The basic theme is still timely. How are we to show firmness in Berlin if we allow this Communist sore to fester only 90 miles from Florida? I submit the editorial for the attention of all Americans.

WE MUST ACT IN CUBA

Communist Cuba is a modern Caribbean pirate nest. Its rulers encourage by example all the Communist conspirators, criminals and crackpots of the islands and the adjacent continent. They have shown they can threaten American lives and property, and injure the prestige of the U.S. Government at a critical time in international affairs.

So the United States has got to destroy this pirate nest.

The fact that the Cuban Government released the last hijacked American plane and its crew and passengers does not alter the necessity of action by the U.S. Government. As long as Castro operates as an outlaw he will inspire outlawry throughout the hemisphere.

The case against the Castro government is plain. What is less apparent is that unless the United States acts at once against Castro, and acts boldly this country will be isolated from most of Latin America in short order—sooner than Moscow's time schedule calls for the event.

We have made war for less injury than Castro has done us and for less threat to our legitimate interests in this hemisphere.

The United States can't wait hopefully for an internal revolution in Cuba. Massive Soviet aid to Castro has made that impossible without external help.

The United States ought to move now and move with all necessary military strength.

Study of Nation's Transport Problems

EXTENSION OF REMARKS

OF

HON. VANCE HARTKE

OF INDIANA

IN THE SENATE OF THE UNITED STATES

Tuesday, September 5, 1961

Mr. HARTKE. Mr. President, our Nation's transportation system is in vital need of a major revamping. This is most important not only from the standpoint of national defense, but for economic strength and stability as well as continuation of our free enterprise system. For these reasons and others, I recommend that my colleagues read the following story from the August 15 issue of the Daily Bond Buyer reporting on President Kennedy's assignment to Secretary of Commerce Hodges to study all phases of transportation and make recommendations to him by December of this year.

I ask unanimous consent to have this article printed in the Appendix of the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

COMMERCE SECRETARY HODGES READY TO TACKLE STUDY OF NATION'S TRANSPORT PROBLEMS

(By John Gerrity)

WASHINGTON, August 18.—There was a wistful quality in Luther Hodges' voice as he spoke to reporters last week about the Nation's transportation problems. "It's probably the toughest assignment I'll be asked to take, so long as I'm in this job," the Commerce Secretary said. "And, by the way, if any of you have any suggestions on how we can lick this thing, I'll certainly welcome them."

Suggestions are one thing Secretary Hodges doesn't need. For the past 20 years, at least; his Department has been besieged with suggestions, as he and his new aid, Dr. Gayton E. Germaine, will soon discover, when they take up the monolithic task President Kennedy has handed them: To analyze the Nation's transportation system; evaluate it in terms of our needs for the next decade; summarize the entire problem in one concise memorandum; add a draft omnibus bill that will satisfy the railroads, airlines, truckers, coastal ship operators, barge owners, shippers, freight handlers, users and passengers, unions and management, State and local governments, and the public—and deliver the completed package to the President's desk by December 1.

Huge as this task may be, Mr. Hodges and his staff aren't getting started a moment too soon. Indeed, drastic action next year may be too late to prevent the nationalization of railroads within the next 10 or 15 years, a substantial reduction in the number of airlines and the tight regulation of what would become an essentially noncompetitive system.

CRITICS PICTURE

Critics of this and previous administrations who are genuinely fearful nothing short of a miracle can bring some kind of order out of the present day chaos, insist that consistent procrastination—interrupted only by suggestions and studies—has produced this picture:

Railroads today are earning 1.45 percent on their investment. Carloadings are 13 percent under a year ago. Expenditures for new equipment and rolling stock is off by a third.

Airlines lost almost \$20 million in the first 5 months of 1961, and made only \$2 million last year, despite total revenues of nearly \$2 billion. Because of the high costs of jets, ferocious competition for business on the lucrative routes and flights that have been running 40 percent empty, airlines will be most fortunate if their total losses this year aren't double their slight combined profit last year.

Intercity buses are carrying only 18 or 19 passengers on an average trip, the same number as they carried 10 years ago, while the capacity of the larger buses now in service is 39 passengers, as opposed to 35 in the 1950's.

Trucks and barges that do not now come under effective Federal regulation haul one-third of the intercity freight, compared with 21 percent in 1946. Nonregulated carriers are expected to carry 61 percent of the business 10 years from now.

These are but a few of the hallmarks of universal gloom. There are more. A Senate staff study estimated earlier this year that at least \$50 billion will be needed in the next decade to keep the transportation industry abreast of the expected needs. Yet, said the report, prepared by Retired Gen. John P. Doyle for the Senate Commerce Committee, the industry can be expected to generate only 10 to 20 percent—or \$5 to \$10 billion—of the \$50 billion needed for investment purposes.

Massive Government aid which means stepped-up subsidies, nationalization or carefully regulated competition—or very possibly all three—and not merely tax relief or relaxed ratemaking rules will be needed. Much of this helps to explain the administration's reluctance to plunge into the transportation crisis until now, and its preference to put off decisions in the name of additional study. It also explains what Mr. Hodges and his experts will have to hump, if they expect to salvage anything even distantly akin to what has often been euphemistically referred to as "a free competitive transportation system."

WHO'S TO BLAME?

Doubtless, the Government itself, and its hodgepodge mess of regulatory bodies, must share prominently in the blame. James M. Landis, the President's adviser on regulatory agencies as well as on transportation problems, has opposed suggestions that a Department of Transportation be established to coordinate Federal transportation policies and regulations. Rather, Mr. Landis argued for a White House coordinator to see that agencies concerned with some aspect of the problem were not working at cross purposes.

The recent Senate study, a massive 732-page affair, however, as well as President Eisenhower's administration, were solidly behind the idea of a Transportation Department. The President's recent decision to give the job back to Secretary Hodges, for the time being, at least, impliedly tendered Mr. Landis his comeuppance, and it augurs well for the creation of an independent department, since Mr. Hodges is known to lean in that direction.

A threat to the security of the United States—which has suspended nuclear testing since 1958;

A heightening of world tensions;

A serious hazard—that could have not only immediate, but long-range effects—to the health of the nearly 3 billion people of earth, by further saturation of the air we breath with radioactive fallout.

The resumption of testing, too, will result in higher costs of armaments for both East and West.

Moreover, it may hasten the day when Red China—a grave threat to peace in the Far East—will possess nuclear bombs to support its aggressive policies.

By experience, we know that such major changes in strategy do not happen accidentally in Red policy.

Around the globe, then, the question is being asked: Why should Khrushchev choose this time to resume testing of nuclear bombs? The range of answers includes the following:

1. He wants an opportunity to test and show off the 100-megaton superbomb—about which he has been bragging.

2. Unsatisfied with present tactics, attempts at nuclear blackmail, again will become a major aspect of Communist policy. Specifically, this includes, as we have witnessed, threats of annihilation against countries cooperating with the West for common defense—particularly those in NATO.

3. A further heightening of world tensions—including raising the specter of nuclear war—may be necessary to keep the dominated people mobilized against the West.

Following the ominous, provocation declaration, Mr. Khrushchev is now busy trying to justify the decision. Around the globe, the Red-propaganda machine is cranking out lame excuses—including in engaging in double talk aimed at blaming the United States for the Red decision to resume testing.

In the face of such false charges, however, the United States must be alert to speak up in self-defense.

The peacemaking provocation, too, is making its own dramatic impact upon world thinking. Reactions of nations have been crystallized in such terms as: "dangerous action;" "bad news;" "setbacks to progress toward reduction of armaments;" "a fateful decision that seriously threatens world peace."

In the face of this new aggressive tactic by the Soviet Union, then what can be done?

First, and foremost, I believe that—

1. The nations attending the Conference in Belgrade should demonstrate their mettle by speaking out against resumption of nuclear testing:

2. The U.N., opening September 19, should take vigorous action to discourage further nuclear tests, as well as to establish a system of arms reduction and control—including test bans.

Overall, the prevention of nuclear war is a matter of great concern, not just to the opposing East-West nations, but to all the countries of the world.

Despite the magnitude of the dangers, let me stress this: This is not time for hysteria, paralysis by fear, or adopting of an attitude of peace at any price by nations. Rather, we—confident in the rightness of our cause—must fearlessly take steps to meet the challenges, including the following:

A solemn evaluation of the danger;

Further strengthening Western deterrent power—including taking the necessary steps to protect ourselves with a nuclear antidote;

Exertion of a greater effort for halting the arms race; and

A mobilization of world opinion against Red tactics, which threaten to endanger the lives of all people—either by war, or by oversaturating the atmosphere with radioactive fallout.

Letter From a Private, First Class, in Germany to His Family Back Home

EXTENSION OF REMARKS

OF

HON. ROBERT L. F. SIKES

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 5, 1961

Mr. SIKES. Mr. Speaker, I have a letter which was handed to me by Gen. Bruce Clarke, who commands our troops in Europe. It is a letter of a private, first class, in the U.S. Army written to his family back home. This is a down-to-earth but thrilling account of the reaction of an American boy to the reception given to his unit on their way through East Germany and after their arrival in West Berlin. This letter should tell all of us a great deal that we need to know:

— COMPANY,
1ST BATTLE GROUP, 18TH INFANTRY,
APO 28, New York, N.Y.

DEAR FOLKS: I suppose that by now you have read about the sharp strike outfit of the 1st Battle Group, 18th Infantry moving into Berlin. I think I can truthfully say that this is the most exciting thing I have ever participated in in all my life. Man, we were ready to fight our way across the Helmstedt Gate. They woke us up at midnight of the 18th on an alert. Six hours later we had everything loaded on the trucks and we were on the road. Half of the men didn't get breakfast, but I managed to get six eggs. Good thing I did, too, for we kept on driving right through lunch. That night at the border we got nothing but soup and coffee. We pitched our tents at midnight and broke them at 0015 and loaded everything back up. Sitting up in the 2½'s was not much fun while waiting for the daylight to come, but thinking about the ammo that was being passed out to the line companies in case we had to shoot our way into Berlin kept us awake. Well, we left at about 0500 and ate cold C rations (by then they tasted pretty good) on the road. The next time we stopped was when we pulled into this kaserne in Berlin. I am telling you that I have never in history seen anything like the way the people of this city greeted us as we drove in. They lined up by the thousands from the gate all the way to this kaserne. And we drove up and down all the main streets of this monstrous city as a show of strength and a demonstration that the Americans are going to defend these people all the way. I broke out my camera and took 34 pictures of the entire episode in this city. We had what just about amounted to a gilded tour. The people were so happy to see us that some of them were literally crying. Placards, banners, posters, everything greeted us as though we had just returned from a victorious war. I felt just like General Eisenhower on his victory parade in New York City after World War II. About a third of the way down the parade we passed Colonel Johns (our CO) standing on a platform next to LYNDON JOHNSON watching the men pass by. You better believe I took pictures of that. When Mr. JOHNSON saw me pass by standing up taking a picture of them he looked at me and waved. Big thrill, but not as much as the one from the realization that I am really in the thick of it all defending my country and freedom and democracy the world over in the world's hottest spot. The whole trip yesterday was an experience to top everything else I have ever done. Driving right through the Communist troops—and they had units on both sides of us and men stationed along the

road every few hundred meters—was really something. What a change of air there was as soon as we got into East Germany. The people were very glad to see us going through to Berlin, and every time we passed a group they would wave if there were no Communist soldiers watching. I could go on and on about all this, but I am sure that this is a familiar story to you all, particularly Dad.

Mobilization for Religious and Welfare Services

EXTENSION OF REMARKS

OF

HON. KENNETH B. KEATING

OF NEW YORK

IN THE SENATE OF THE UNITED STATES

Tuesday, September 5, 1961

Mr. KEATING. Mr. President, in view of the deepening crisis over Berlin, it is imperative for the entire Nation to plan and consider what action must be taken to meet this crisis.

The National Jewish Welfare Board is already moving to meet additional demands of Jewish religious and welfare services for military personnel and their dependents, as a result of the emergency buildup in Armed Forces strength. I am glad to observe the immediate and patriotic response of this association to meet the new personal as well as military demands for our people and to make firm and lasting the ties between the individual, his home, and his religion.

I ask unanimous consent to include a press release from the National Jewish Welfare Board in the Appendix of the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

NATIONAL JEWISH WELFARE BOARD REPORTS TO PRESIDENT KENNEDY ON REMOBILIZATION FOR RELIGIOUS AND WELFARE SERVICES TO JEWISH GI'S SUNDAY, AUGUST 6, 1961

NEW YORK.—The National Jewish Welfare Board (JWB) today reported to President John F. Kennedy that it is remobilizing all its resources and manpower to meet additional demands for religious and welfare services to Jewish military personnel and their dependents resulting from the emergency buildup of Armed Forces strength requested by the President and approved by Congress.

In a letter to President Kennedy, Solomon Litt, New York, president of JWB, declared that "on behalf of American Jewry, which the National Jewish Welfare Board has represented since World War I in serving their religious, welfare, and morale needs of Jewish military personnel and their dependents, it is my privilege to report to you that we are remobilizing all our resources and manpower to meet whatever needs may arise in the light of your call for a buildup of military strength."

JWB is the Government-authorized agency for meeting the religious and morale needs of Jewish military personnel and of Jewish patients in Veterans Administration hospitals, and represents the Jewish community in the United Service Organizations (USO). JWB is also the national association of Jewish Community Centers and YM-YWHA's.

In his letter to President Kennedy, Mr. Litt cited four steps JWB has already taken:

"Our Commission on Jewish Chaplaincy and its associated rabbinical bodies are mov-